Dewberry & Davis

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November 23, 1985

Mr. H. M. Shaver, Jr.
State Location & Design Engineer
Commonwealth of Virginia
Department of Highways & Transportation
1221 East Broad Street
Richmond, Virginia 23219

Re: CIA Entrance at 123, Fairfax County
State Project 0219-A-002
Preliminary Layout Submittal

Dear Mr. Shaver:

Submitted for VDH&T review and approval are one set of prints and one set of mylar reproducibles comprising our Preliminary Layout submittal for the referenced Project. Included are:

Sheet No.	Title
1	CIA/Route 123 - 50 Scale Preliminary Plan - Proposed Design
2	50 Scale Plan - Alternative A for Route 193 Connection
3	Roadway Typical Sections
4-7	Roadway Profiles

The design reflected on these drawings was developed based on Alternative 2 selected for implementation at the conclusion of the Location Studies (Phase I) of this assignment.

Several noteworthy comments are offered:

1. Alternative A was developed to permit comparison between the proposed design and the maximum northerly shift of the Route 193 Connection that should be considered. With Alternative A the Route 193 Connection would become tangent to a line parallel to the Potomac School Road centerline extended. The resulting horizontal alignment of the intersection approach to a dual left turn lane is undesireable. The proposed plan provides about 200' of tangent dual turning lane at the intersection while with Alternative A none is provided.

The proposed design involves a northerly shift of the roadway compared to the existing spur to Potomac School Road. The proposed edge of pavement is never closer to the right-of-way than the existing edge of pavement.

Both schemes would provide the opportunity to construct a berm between the edge of the roadway and the right-of-way. With the proposed design the berm could range up to 8' above the elevation of the proposed roadway compared to as much as 12' for Alternative A.

Should additional height of barrier or screening be considered appropriate by the Department, then we suggest it be obtained by adding a precast concrete barrier along the berm shown for the proposed design.

2. An open roadway section with side ditches for drainage is generally attainable within the confines of the existing right-of-way. However, a curb and gutter section is needed at selected intersection locations to avoid encroachment outside the right-of-way.

3. Further coordination with CIA onsite construction will be necessary. The preliminary layout shows connecting to the internal roadway at the limits of construction based on plans furnished by the CIA.

4. Landscaping and signing plans are being prepared for Department review and use at the next meeting of the CIA Citizen Advisory Committee.

5. Contacts with utility companies can be initiated upon your authorization. Particularly significant is the need for planning and programming of the adjustment/relocation of Virginia Power facilities which will be associated with this project.

6. Design of the signal system for this project will commence upon incorporation of review comments on this submittal.

Please advise if anything additional is required for the December 10 preliminary field inspection.

Very truly yours,

DEWBERRY & DAVIS

John P. Fowler, II, P.E.
Managing Principal

cc: Roy Conley, VDH&T
STAT [redacted] CIA

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8401 Arlington Boulevard, Fairfax, VA 22031

STAT

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CIA Traffic Advisory Committee
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